



# messing about in **BOATS**

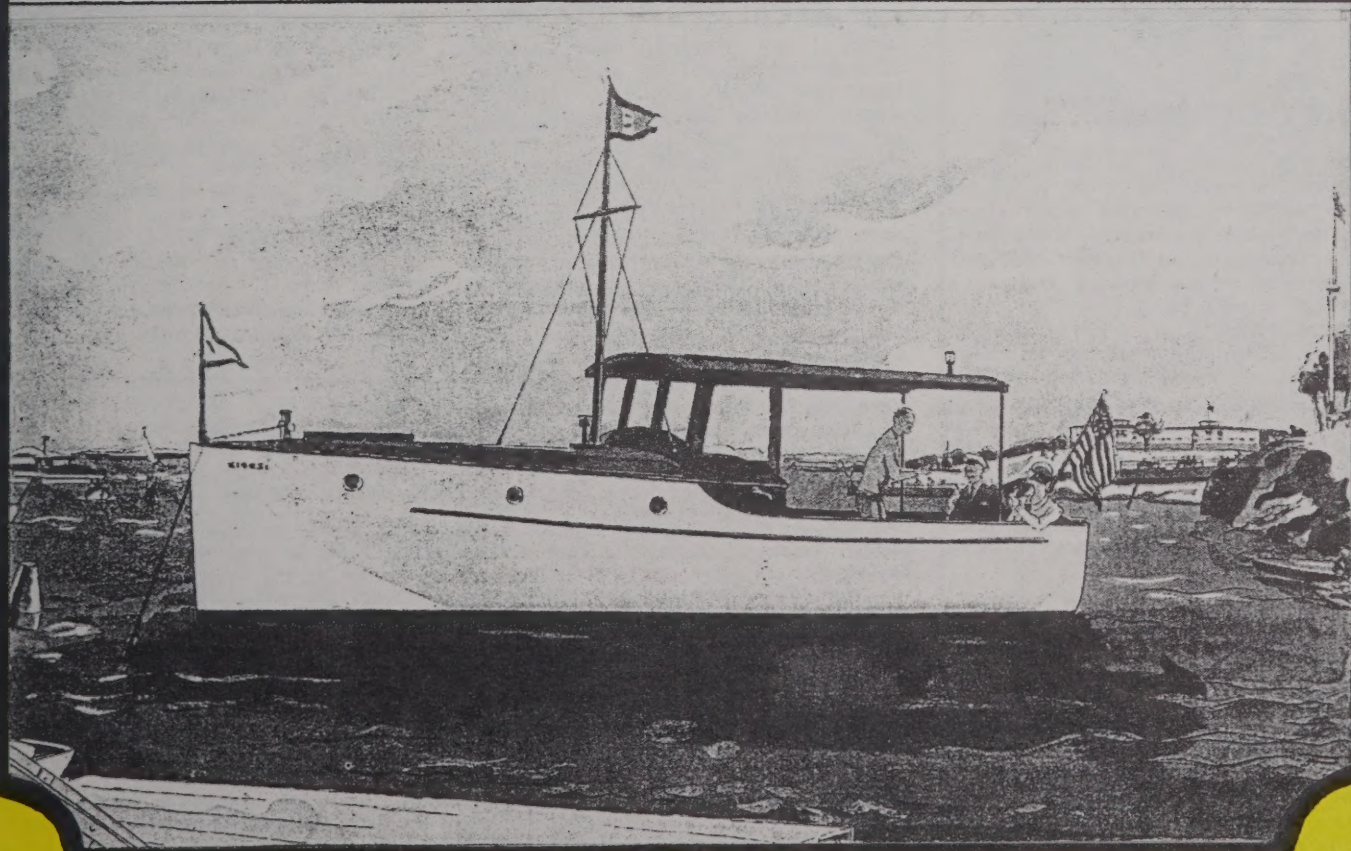
*Twice a Month!*

Volume 5 ~ Number 14

December 1, 1987

*A Summer home afloat...*

RENT FREE







## messing about in BOATS

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TION OF YOUR SUBSCRIPTION  
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## Our Next Issue...

Will continue to catch up a  
variety of articles that collected  
here while we devoted much space  
to fall on-the-water activities.  
More nostalgia with some old out-  
board and canoe catalog views; a  
look at a 17' pocket cruiser with  
lots of room in it; what Monhegan  
Island offers the visiting paddler;  
a report on canal cruising in Eu-  
rope; Details on the building of a  
"replica of an interpretation of a  
replica; first look at a 10' kayak  
for paddling remote backwaters;  
rowing the Essex River. Plus more  
book reviews, design reviews, pro-  
ject lists, etc. There's always  
enough to fill an issue.

## On the Cover...

The 1926 Elco 26 was a classic  
of the inboard powerboats offered  
during the twenties, and it's still  
very attractive today to those who  
love the conservative styling of  
that era. Lots of information in  
this issue on the boat and the  
plans available for its building to-  
day.

# Commentary

**BOB  
HICKS**

Readers who peruse the classi-  
fied ads closely each issue will no-  
tice an uncommonly large number of  
ads in this issue for boats I have  
decided to offer for sale to anyone  
who might find them of interest.  
Going into winter this year I'm  
trying very hard to become a real-  
ist, not easy for a boat dreamer  
like me. This collection of projects  
is all very worthwhile and justifi-  
able were I able to get at any of  
them to do the necessary work.  
Work I truly enjoy doing. But, the  
reality is that this magazine ab-  
sorbs most of my time, not only  
"work" time but also "play" time.

This is okay, I love what I  
do. But every day about 12 to 15  
hours go away while I am engros-  
sed in making this publication hap-  
pen (in addition to normal home-  
owner chores). And I mean every  
day, Sundays and holidays includ-  
ed. Occasionally I get an afternoon  
or even a whole day to work on one  
of the boats, but then, which one  
to choose? They all await my atten-  
tions, all collected over time be-  
cause I happened upon them and the  
dream seized me again. It's dawned  
on me that I'm more of a "collector"  
than anything else, but my collec-  
tion is made up of boats that were  
awaiting the attention of a dreamer  
like me. Instead of acquiring a  
boat and working on it until it was  
done, I get started, then another  
catches my attention and I bring  
that one home too. So, after a  
while, and in spite of having sold  
off several past boats in recent  
years, the "fleet" continues to  
grow.

Looking into 1988 I'm faced  
with the need for a serious effort  
(as serious as I can muster, any-  
way) at building up the readership  
of MESSING ABOUT IN BOATS that  
final stage to a level that can real-  
istically support us. Again, my

dreamer outlook has carried me on,  
now in its 5th year, BOATS, while  
still gaining readers and advertis-  
ers, has yet to reach an income  
producing level that even approxi-  
mates the government's "poverty  
level". I just haven't let the mon-  
ey part bother me. It's too much  
fun. But, there's no way I can do  
it justice and really work on my  
projects too. So, the projects are  
on the block, the money will go  
into the magazine promotion bud-  
get.

I won't be without boats. We  
have the Folbot double kayak, and  
I'm finishing off my own little 10'  
solo kayak for exploring backwaters  
next summer in. We've acquired a  
Townie sloop that needs maybe a  
week's work to ready it for the  
water next spring, a week I can  
find in a few hours here and there  
over the next several months. We  
also have an Old Town Rangeley  
Lake rowboat again, the third we've  
owned. It needs recanvassing and  
painting. Again, a project on a  
scale I can fit in. So, boats for  
paddle, oar and sail will be in  
hand as the 1988 on-the-water sea-  
son arrives.

The trick for me will be to  
restrain myself to these ONLY, no  
more, no more! Not easy, as I see  
all the interesting possibilities in  
the classified ads to come in here.  
There's a chance that my present  
list of boats offered for sale will  
not all be purchased. That's okay,  
they'll stay on the market until  
someone who really wants one of  
them comes along. I've plenty of  
room here for lots of boats awaiting  
attention. That's one of the reasons  
I keep acquiring them, they don't  
get in the way out behind the barn  
under tarps, patiently awaiting  
someone's ministrations to get them  
back into the water again.

### SOME INFORMATION ABOUT MAIL DELIVERY OF "BOATS"

Just about every issue we mail out suffers from scattered non-delivery, and sub-  
scribers call or write to us about the issue they haven't received yet. I thought it was  
time to discuss the subject.

First, ALL copies leave here in one bulk mailing. I'm not holding back anyone's  
copy for any reason whatever.

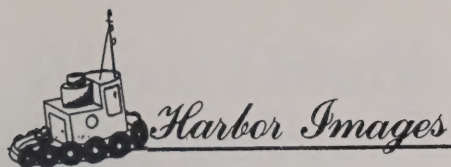
Second, this is our 5th year, we've mailed out 110 consecutive issues as of this one  
without missing any, most of them on time within a day or two. We're not going out of  
business.

Now, the reason you may not receive your copy as soon as someone else you know  
does is due to the distribution in the bulk mail system. It's reasonable to expect delivery  
within a week or so of the cover date. This issue should be in your hands by December  
7th latest. Areas with many subscribers get faster delivery because we can send a sack  
of copies to an individual sectional center, such as New Haven, CT, or Woburn, MA.

Amongst the reasons you may not get a copy at all are routine loss in the mailing  
system, misfiled mailing stencil here, or your moving without letting us know. Bulk mail  
does not get forwarded. Until I know where you've gone, I mail to your former address.  
The P.O. then sends me an address change BUT it might be a couple of months before  
they do. They don't hurry.

We'd like to suggest the following procedure for anyone looking for a missing issue.  
Since we come out twice a month, wait until an issue following the one not yet received  
arrives. Then we know its missing and not just late. Drop us a card, we'll send you re-  
placements for any issues missing. If a month goes by with no copy arriving, let us  
know. Even if the fault is not ours, we'll replace missing copies. So, not to worry!





#### TUGBOAT CALENDAR

If you have a weakness for tugboats, you'll like Matthew Lyons' 1988 Tugboats & Towboats calendar, featuring thirteen full color 8"x10" photos of such craft, with information on each boat pictured. The photos are not of just local Puget Sound ships, but were gathered nationwide. Send \$8.95 (includes postage, etc.) to Harbor Images, P.O. Box 1176, Richland, WA 99352 for your copy.

#### GOLD CUPPERS AT MYSTIC

Mystic Seaport Museum has just opened a special winter-long display of Gold Cup speedboat racing in its Schaefer Building, running until April 10th. Along with all sorts of Gold Cup racing memorabilia, including the famed Gold Cup itself, three of the racers will be on display. BABY BOOTLEGGERS, Cup winner in 1924 and 1925 is a restored original. MISS COLUMBIA is an exact replica of the original of that name. Mark Mason of New England Boat & Motor did both boats. MISS COLUMBIA for Phil Sharples of Thousand Islands, NY; BABY BOOTLEGGERS for himself. A third boat of Mark's, IMP, vintage 1929, will be on display in neglected unrestored condition as found, to contrast with the restored/replica boats and illustrate how far down a classic old boat can get. The exhibit is open during regular Museum hours daily, 9 a.m. to 4 p.m., at regular Museum gate admission price.

#### HEADING SOUTH

Lance Gunderson of Kittery Point, ME, who organized the Gerrish Island Race for several years, is enroute to Florida via the Intra-coastal Waterway in his 18' sloop. Lance has the following to say about the trip to date:

"I'm cruising south in my 18' Sanderling, RUM TURN, with my 14' Rangeley, TUGGER, in tow. Stops so far (as of October 20th) include: Gloucester, North River, Red Brook Harbor, Lake Tashmoo, Woods Hole, Newport, Stonington, Niantic, Stony Creek, Stratford, Stamford, Locust Point, Atlantic Highlands, Manasquan, and now an extended layover here at Barnegat Light for repairs to the Merc outboard. RUM TURN gets smaller every day. I didn't think it would be so cold. On schedule with Henry Plummer so far. If I live, maybe I'll write a book about it too, CAT-NIP & FROSTBITE."

## HAPPENINGS

#### GERRISH ISLAND RACE

Twenty-nine boats turned out for the 1987 Gerrish Island race, a 7 mile (approximately) race around a peninsula at Kittery Point, ME, that's made into an "island" by a meandering tidal marsh stream. As usual for this event, any sort of non-powered boat can enter. Kayaks, canoes, sliding seat and traditional rowing craft, traditional sailboats and windsurfers, all take part. The first part of the course follows the narrow twisting stream through saltmarshes (at high tide) to Brave Boat Harbor, then out into the open ocean for nearly four miles alongshore to the finish on an island in Pepperell Cove.

Chuck and Denise Mainville set fastest time in their Pilot 21 double sliding seat wherry, edging Gary Wendell's Periwinkle sliding seat boat by just two seconds, a near photo finish. And, a scant 24 seconds after Wendell, Gus Heddon and Jon Aborn, teamed up in Heddon's lapstrake wooden double-ended traditional pulling boat, topped that class. First kayak, a K2 paddled by Mike Galeley and Gail Turner, was fourth overall a minute and seven seconds behind Heddon/Aborn. So, after seven miles, four different types of boats finished as the top four within a minute and a half.

Last to finish, about two and a half hours after the winner, was a sailing skiff crewed by John and Parker Roley. And not too far ahead of them was Michael Gowell's rowing dory, in which he caught enroute an 11 pound pollack, to win the "First With Fish" cup.

#### NUTSHELL FROSTBITING ANYONE?

David Virtue of Andover, NH, owns an interesting fleet. It includes a 20' wooden trailerable pocket cruising sailboat, part ownership of a 32' sloop, a Kingfisher rowing shell, a wood/canvas canoe, and a Nutshell pram. David would like to hear from anyone in the southern Maine and New Hampshire, or eastern Massachusetts, areas who might be interested in some Nutshell frostbiting. He's at RFD 1, Box 2124, Andover, NH 03216.

#### WINTER CANOE TRIPS

The Metropolitan Canoe & Kayak Club of New York city will be canoeing throughout the winter months as weather and interest dictate. If you'd like to be in on such outings, contact Kirk Van Tassel at (212) 749-2752, or Larry Stone at (516) 482-2752, evenings only. Something might get put together.

#### MORE ON OLD IRONSIDES

The U.S.S. CONSTITUTION has figured prominently on our pages this past summer. Now with winter here, if you find the subject of further interest, you might want to know that reader Richard Berg of Rochester, NH, has a slide presentation/lecture that he presents to interested boating or historical groups for a nominal fee of just \$35. Richard is a volunteer librarian and tour guide at the U.S.S. Constitution Museum at the Charlestown Navy Yard National Park. Richard can be reached at 90 Coheco River Estates, Rochester, NH 03867, (603) 335-4930.

#### MAINE MARITIME WINTER COURSES

Maine Maritime Museum has scheduled a winter of indoor courses related to boatbuilding.

THE SHAPE OF BOATS & TAKING LINES with Dave Dillion, December 9th and 10th, evenings, 7 to 10 p.m.

MARINE CARVING with Greg Fisher, January 6th and 7th, evenings, 7 to 10 p.m.

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## Night Paddling

Despite the many times you may have gone paddling during the daylight hours or even into the evening dusk, there's an entirely different experience awaiting you after dark afloat. Beginning about in July, and ending in late November, is the time when you will find, along our Connecticut shores, phosphorescent sea life. The pin-head size ones are Noctiluca and the golf ball size ones are Ctenophores. The darker the night, the more noticeable they are. Their density will vary from place to place and from time to time. I have seen Noctiluca so dense in small waves breaking on rocks that they turned the edge of the wave white and glowing in the dark. It's great fun to practice eskimo rolls amidst these because as you go under and then come back up, hundreds of tiny dots light up all around you and make being upside down more entertaining than being right side up!

On a cloudy, windy night, the golf ball size Ctenophores will light up like lanterns inside of breaking waves. This makes paddling amongst them very intriguing. I had hoped I could utilize the Ctenophores' phosphorescence, which is set off by physical disturbance from nearby objects, as an indicator of shallow rocks nearby, but this does not work. The Ctenophores were not dense enough. They may achieve the necessary density elsewhere.

I have found Noctiluca collected in a protected cove so densely that the water felt somewhat like jello that lights up. Some experience! Deep inside a saltmarsh there is a larger form of Noctiluca which congregates in rafts of decaying sea grasses.

Navigating in the dark in a salt marsh is most challenging. A night with at least starlight is recommended so you can figure out where turns and rocks are

A starry night, though, adds the possibilities for seeing meteors. You can become very busy, indeed, trying to keep track of meteors above and Ctenophores below. After a while, it's nice to just lean back against the rear deck of your kayak and contemplate the heavens, one of my many treasured experiences paddling my kayak.

Report by Gail Ferris.



# Woods Hole by Paddle Power

Saturday, September 26th, had been a nice day, but very windy. Monday was to be windy again, but Sunday was a picture perfect day with a light wind from the northwest and a forecast for a light wind from the southeast later in the day. An ideal day for a Woods Hole crossing by paddle power. Our little flotilla consisted of two canoes and three kayaks, and before day's end we'd be seeing three more kayakers on the water.

Setting off from the ramp next to the aquarium, we avoided the (dummy) mines placed by pranksters and made our way across Great Harbor. The tide was flowing at about full bore towards Vineyard Sound and the sail and powerboat traffic was about as heavy as I have ever seen it. Soon after setting out, Patrick became intimidated by a buoy coming at him at remarkable speed, and capsized. He had only had his kayak for a week

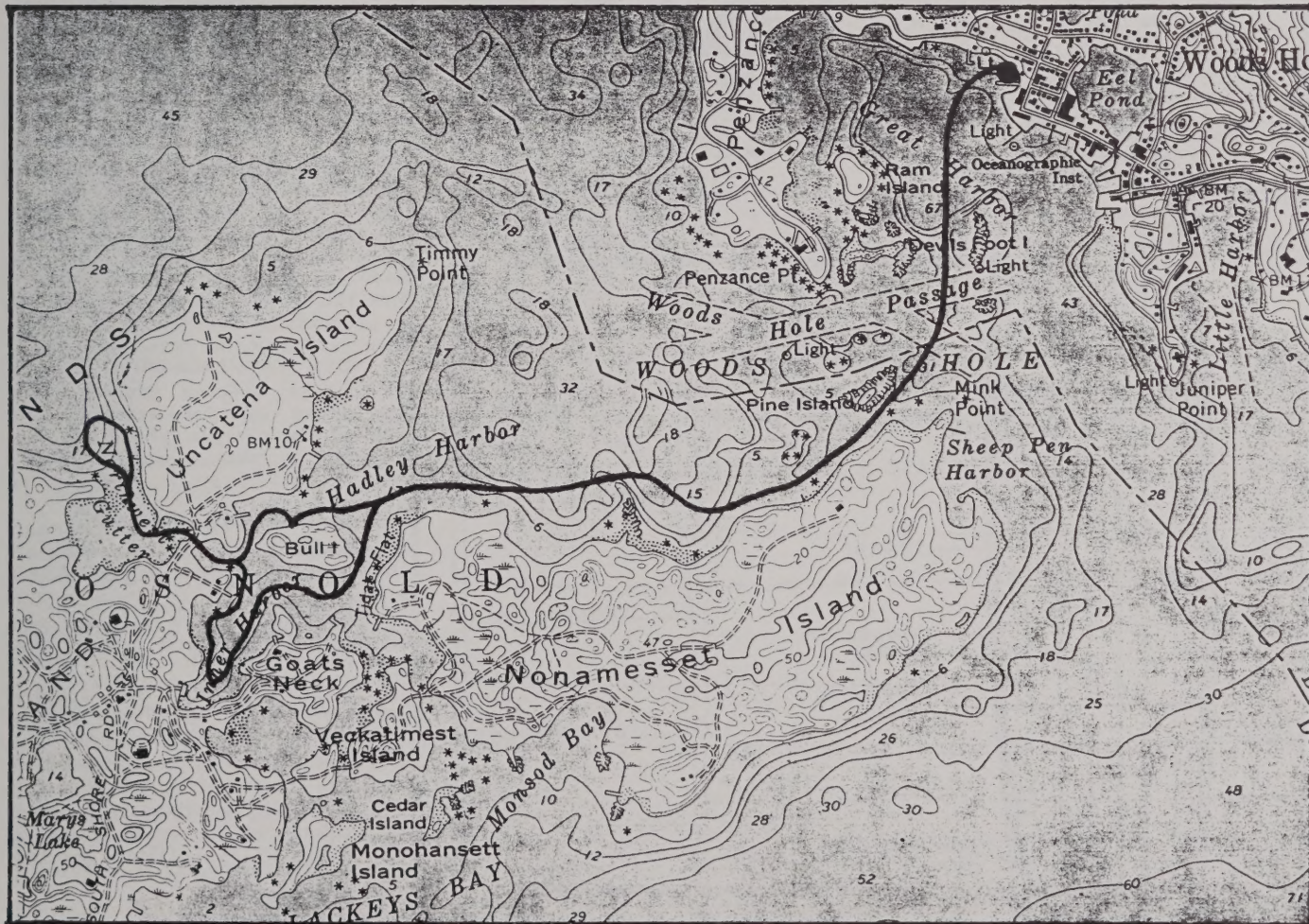
and these were tough conditions for him. But he was game, so we went on after he got sorted out.

This time we almost got across before he lost it again in some particularly large and confused seas. Later we found that nobody had shown him how to adjust his footbraces. A very pleasant paddle along Nonamesset Island to lunch, and then we were off to see if we could get through one of the guts into Hadley Harbor. There is almost always a powerful current under the bridges in these guts and today was no exception.

We played in the current for some time, and suddenly it was my turn to capsize. I ran down the current under the bridge and intended to eddy next to Denise's kayak sitting just on the edge of the current below the bridge. But I forgot to anticipate the effect of the current as I tried to swing around the stern of her boat, and


found myself going right up onto the stern instead. So we now had an opportunity to practice a two-boat rescue. And, it made Patrick feel better about his capsize. But, though it was fun, all efforts to convince Denise that it was now her turn to capsize were to no avail.

The rest of the day was uneventful. We had a very pleasant tour of Hadley Harbor, paddled the gut into Buzzards Bay, stopped at Bull Island on the way back to let the canoeists try the kayaks, and then headed back across the current to Woods Hole. This trip back was perhaps even wilder than the outgoing trip, with confused waves and haystacks up to three feet, great mounds of surging water and breaking waves from all directions. Yet we had no difficulties. Another day of fun paddling a most interesting spot on our shores.




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# Gig Operating Procedures (Rowing the Boat)

Our coverage of the launching of the Sirens' Scilly Isles Gig in the November 15th issue had only just gone to press when reader Carl Meinzing of Guemes Island, WA, wrote about the gigs they use on Puget Sound. Carl sent on the five-page "Old Anacortes Rowing & Sailing Society Operation Procedures for Gigs" and this photo of

GLIDE, one of their 21' craft (the other is named ERICA). The acronym for this group is handy, O.A.R.S.

O.A.R.S. owns the gigs and members use them, subject to these aforementioned operating procedures. They are very exhaustively detailed, in the interest of preserving both the lives of the crews

and the boats themselves. I thought the series of commands used by the coxswain of some interest, illustrating how multiple oared pulling boats are properly synchronized for the various maneuvers in which they engage.

**STAND BY THE OARS.** Oars are aboard, lying on the thwarts. At the command, ship your thole pin, locate your oar, check that the grommet is at the leather, and grasp the oar in anticipation of the next command. When the command is given, the oars are cleared one at a time starting with the stroke oar.

**UP OARS.** The oars are quickly tossed to a vertical position, blades trimmed in a fore-aft plane in line with the stroke oar, handles resting on the bottom boards and one hand holding the grommet at the leather.

**LET FALL.** Let the oars fall, position the leathers on the thole pins, engage the grommets on the tholes. Gripping the handle with both hands, keep your oar square to the centerline of the boat with the blade vertical and about 18" above the water. This brings you to the position of OARS.

**OUT OARS.** This command moves the oars directly from their position at the end of STAND BY THE OARS to the position of OARS.

**POINT OARS** (primarily a racing command). Keeping the oar blade above water, bend forward from the waist and extend arms aft in preparation for taking a stroke when you hear the next command.

**GIVE WAY TOGETHER.** Take a full stroke keeping cadence with the stroke oar by watching the back of the oarsman ahead of you. Continue to pull a strong steady stroke until another command is given.

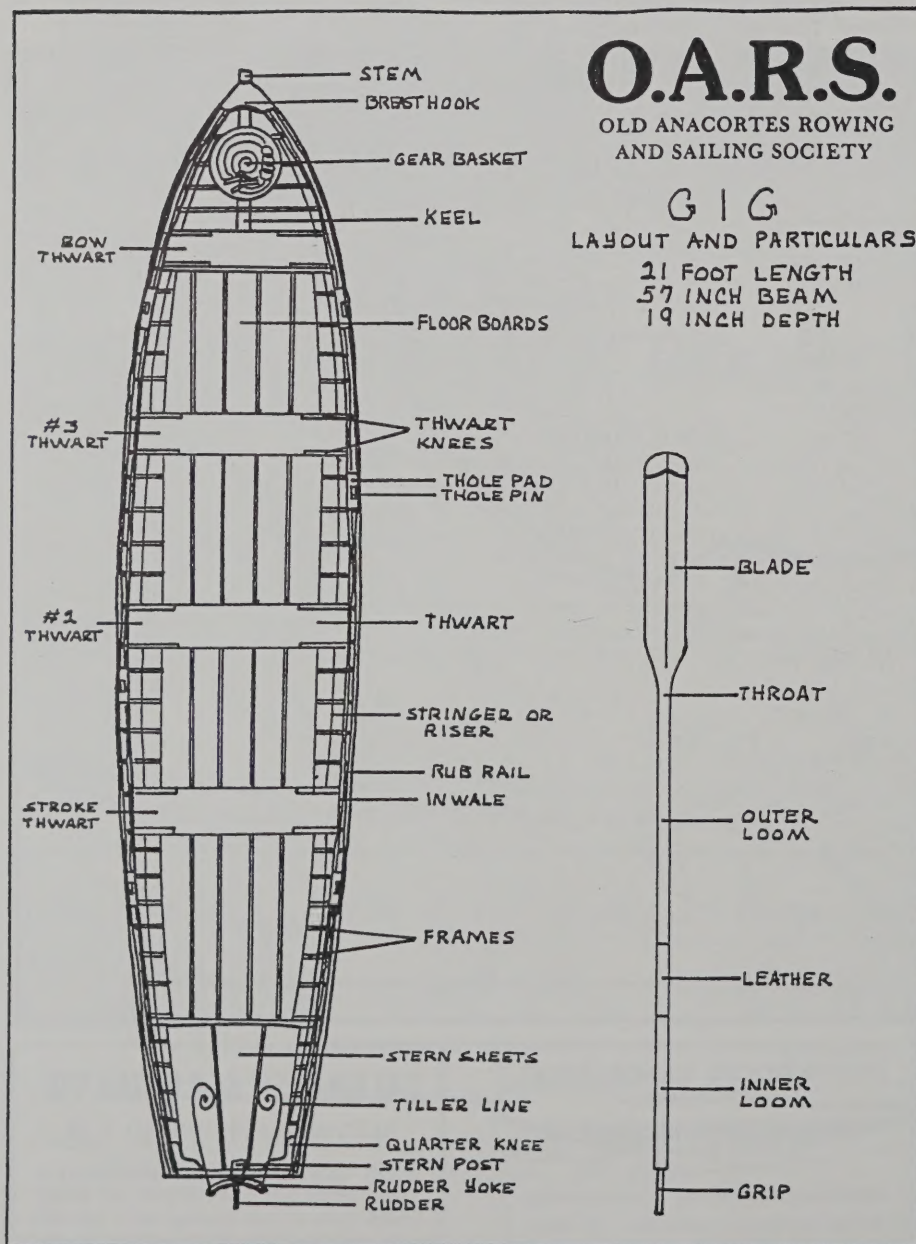
**HOLD WATER.** This command is usually preceded by the command WAY ENOUGH. When HOLD WATER is ordered, carefully immerse the oar blade as deep as you can and still keep the oar from being swept aft.

**BACK WATER.** To acquire sternway, stroke in a reverse direction. This command should not be given when the boat has much headway.

**TRAIL OARS.** Used in passing obstructions which would interfere with extended oars. Upon hearing the command, finish the stroke, release the handle of the oar, allowing it to trail alongside, but exercise great care to prevent the oar from slipping through the grommet and floating away.

**WAY ENOUGH.** Stop pulling. Return to the position of OARS.

**BOAT THE OARS.** Bring the oars aboard the boat and position them on the thwarts, fore and aft.





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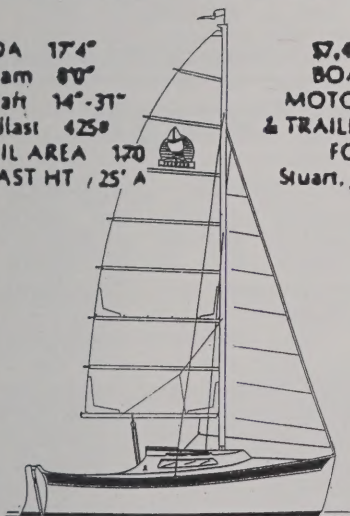
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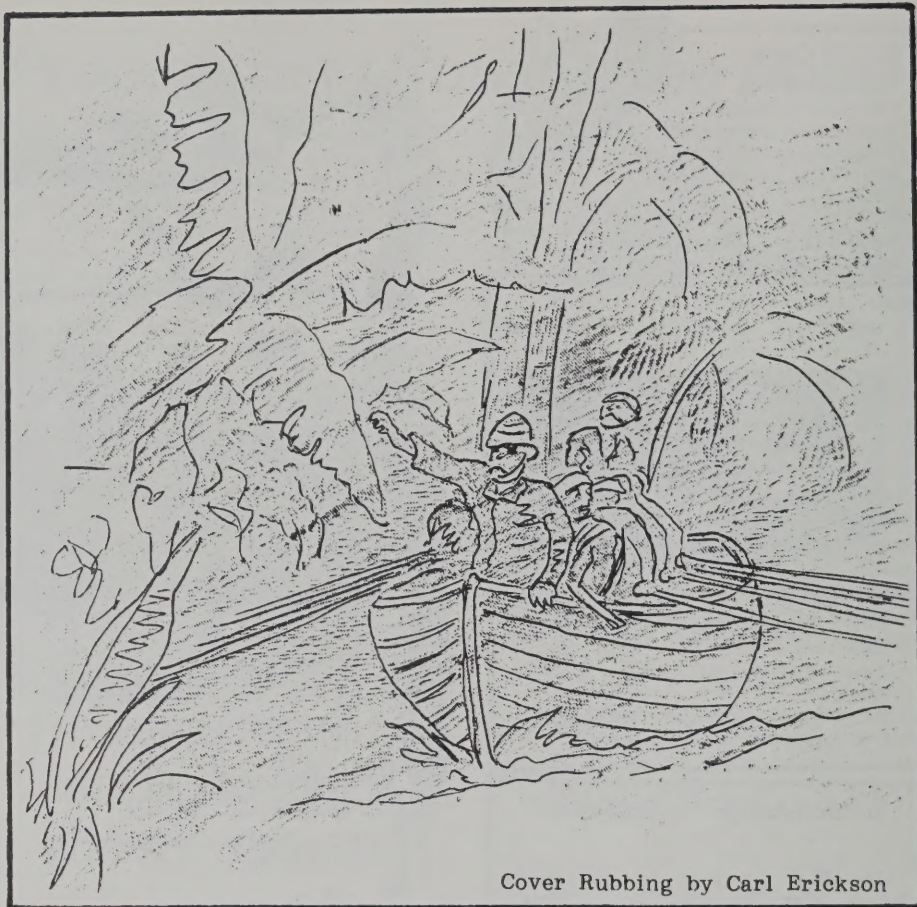


If I hadn't found that old book in a Connecticut thrift shop, messing about in boats in Africa would never have entered my mind. I had no idea that Henry M. Stanley, the English explorer/newsmen of Dr. Livingstone fame, did just that. But sure enough, the dusty old volume called, *THROUGH THE DARK CONTINENT*, described Stanley's thousand mile circumnavigation of Lake Victoria in 1875 after it had been confirmed that the Lake was the source of the great Nile River. In order to get to the Lake, Stanley completed one of the most arduous portages of all time, through the jungles of present day Tanzania.

Stanley began planning his expedition in London with the help of boat builder James Messenger. They designed a boat that could be transported in five easy pieces, each about 8' long. The forty-footer, made of 3/8" Spanish Cedar, had a beam of 6' and was roomy enough for ten oarsmen. It was rigged with a lugsail.

This original (maybe) sectional craft landed in Zanzibar with all the equipment for the expedition in October of 1874. But, something was wrong. Three of the five pieces each weighed over 30 pounds, too heavy to carry great distances. So, Stanley hired a clever carpenter to recut these three each into halves, making, now, eight sections in all. These could be carried by two porters each for a distance, where they'd be traded off to an alternate pair, allowing for some rest.

In mid-November, Stanley's enormous entourage of 356 persons left Bagamoyo, Tanzania, on Africa's east coast, for Lake Victoria.



Cover Rubbing by Carl Erickson

## The Ultimate Portage

They trekked countless miles over narrow jungle trails. Stanley's goal was no less than to be the first European to explore Lake Victoria.

More than three months later, after disease, 140 degree temperatures, and torrential rains, had ta-

ken a heavy toll, killing some and sickening others, the exhausted expedition arrived at Kagehyi on the south shore of Lake Victoria in late February, 1875. There they set up camp.

They assembled the sections of their craft and named it the *LADY ALICE*. Now Stanley needed a few good men for the crew. There were, however, two problems: None of those present had any boating experience and none would volunteer. This did not stop Stanley. He selected eleven "volunteers", ten oarsmen plus a steersman, and they were off around the Lake.

The first day was a breeze. The second more like a cyclone. A fierce storm engulfed the boat and crew with high waves. They reefed the sail to a mere rag and charged ahead. Despite the sectional design, *LADY ALICE* proved seaworthy, but the adventures of Stanley & Company had only just begun.

As they sailed along the coast of Mwanza in Kenya, they encountered a number of hippos. On reaching the Iranga Islands, they were laughed at by native Africans who had never seen oars and a rudder\*before, only paddles. Stanley noted, however, that the laughs turned to screams of terror when he raised sail. The natives had never seen a sail rig.

On March 23rd the *LADY* arrived in Maketaim, Uganda. Stanley



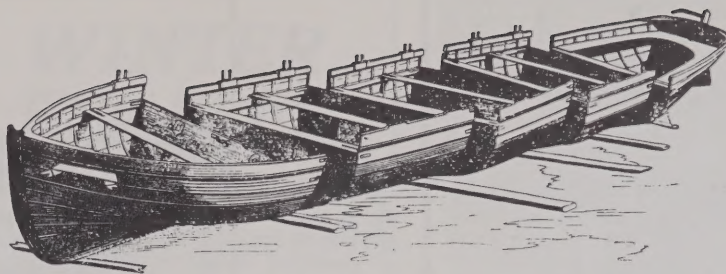
AT THE LANDING-PLACE OF MSQSSI:



was concerned about upsetting local natives with the unexpected arrival of his unique expedition. So he devised a careful method of approach. He'd anchor about 50 yards off the beach and let the boat drift slowly toward shore. This allowed them to break the ice in a non-threatening way. Once, however, while engaged in this calculated approach, they floated over a submerged hippo and the enraged beast almost broke up the boat in a most threatening way.

Sometimes the locals didn't exactly roll out the welcome mat; instead they let fly a few spears and arrows from their chase canoes. Who can blame them? They never invited Stanley in the first place. Fortunately, the sail provided the necessary extra edge needed to out-distance the incoming missiles. By contrast, on another occasion, a friendly convoy of thirty canoes and 150 natives greeted the explorers.

Nearing the final lap of their journey, Stanley and his loyal "volunteers" were swamped by torrential rains. Then natives entered their camp unseen and took away the oars. The explorers continued on using floorboards as paddles for the balance of the trip. At last the eight-part boat, still in one piece, rounded the headlands west of Kagehyi and arrived at base camp. The rest of the expedition was most relieved to see them, they had given up the boat's inexperienced crew for dead. But, despite storms, thieves, unwelcoming parties, and angry hippos, the circumnavigation of Lake Victoria was completed.



THE "LADY ALICE" IN SECTIONS.

Apparently LADY ALICE travelled with "Lady Luck".

I had an opportunity to discuss the eight-part LADY ALICE with Gloucester's well known designer, Phil Bolger. Phil was quite familiar with Lake Victoria exploration. He said that ALICE was essentially a common Thames water taxi of the period. Furthermore, Bolger said, in those days people were coming up with schemes for sectional steamboats for inland lakes. He felt sure if Stanley had provided a good builder with maximum weight allowances for each section, it could have been done right the first time.

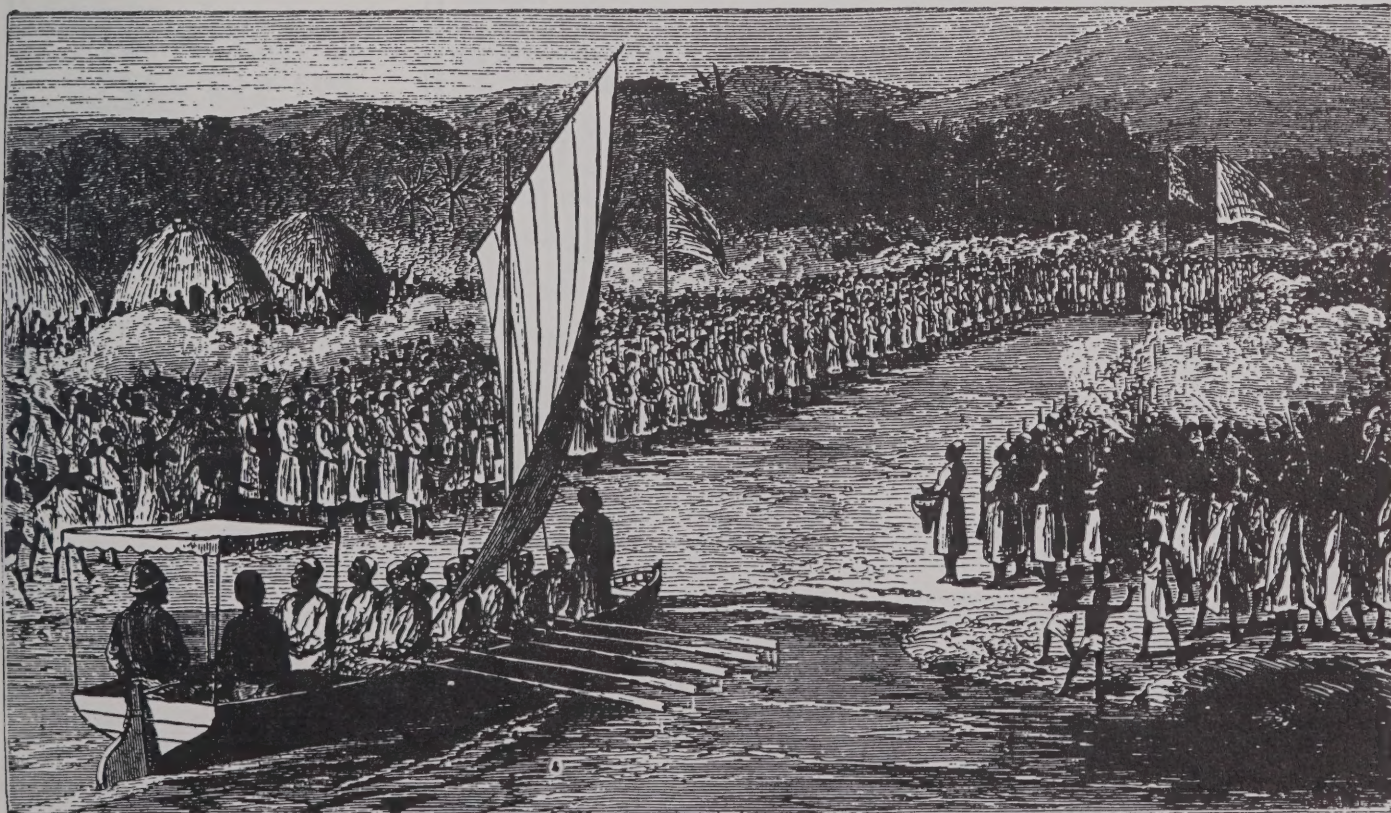
Sharp-eyed Phil noticed the bulkheads and angle irons on the thwart stringers on the original five-section drawing as well as the iron clips on the outside top hull planks. The keel probably had metal strips on each section. "It was a modified production model," suggested Phil.

"How would you turn three sections into six?" I asked Gloucester boat builder, Larry Dahlmer.

Larry happened to currently be building a 30' Scilly Isles Gig very similar in appearance to Stanley's boat. Larry said he would split the keel and bolt the halves back together at assembly time. Larry pointed out that the bulkheads making each section self-contained would be bolted together and fastened top and bottom. A seat would top each flush-joined bulkhead with an additional seat in each mid-section.

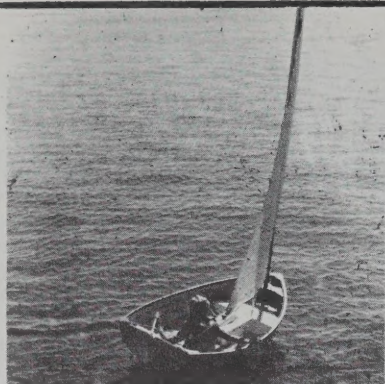
Seven sets of thole pins can be seen on the starboard side in the sectional drawing. Since there were ten oarsmen, one to an oar, the crew could apparently shift about as necessary.

As I see it, anyone who can portage eight sections of a 40' boat through almost 1,000 miles of jungle, put the jigsaw puzzle together, and then sail and row it 1,000 miles in about two months, deserves all the fame he can get. As for the book, it took me out of present day Connecticut and deep into an African adventure, messing about in boats.



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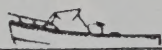
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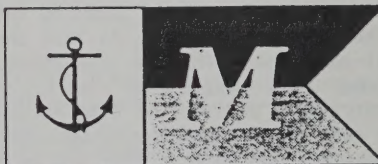
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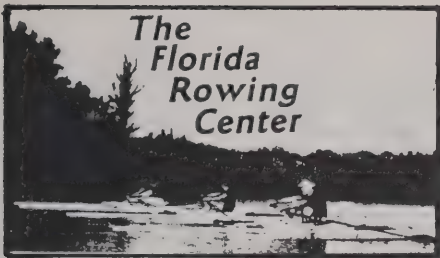
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## The Florida Rowing Center

Rowers should investigate the offerings of the Florida Rowing Center in Wellington, FL, a sort of country club for scullers where you indulge in the good life and obtain professional instruction in sliding seat rowing. The Center has a fleet of 28 racing and recreational shells of several makes. Information from The Florida Rowing Center, 13198 Forest Hill Blvd., Wellington, FL 33414, (800) 327-4204.



## Key Largo Shoal Water Cruises

Sailors might find the bareboat charters offered by Key Largo Shoal Water Cruises attractive. These people have a fleet of Bolger designed 25' Black Skimmers and 34' Gauntlets for charter on the waters of Florida Bay, a gunkholers delight with bays, estuaries, islands, reefs and abundant marine life, all on great stretches of shallow protected waters. For a brochure and details, Key Largo Shoal Water Cruises, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083.



# WINTER ESCAPES

Several boating holidays in the sun have come to our attention that might be of some interest to anyone able to head south this coming winter..

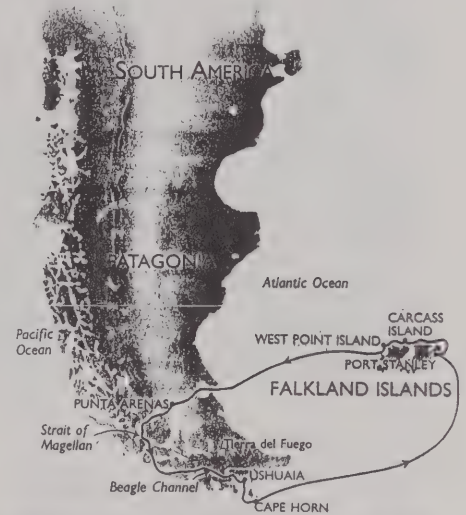
## ATLANTIC KAYAK TOURS



Kayakers should inquire into the expeditions organized by Jan and Bill Lozano of Atlantic Kayak Tours. They will be in the Virgin Islands in November, the Florida Keys at the turn of the year, Mexico's Yucatan in March, and in Belize further south also. Klepper doubles fitted with sailing rigs are used. Information from Atlantic Kayak Tours, 25 W. Maple Ave., Suffern, NY 10901, (914) 357-3448, (203) 972-3007.

# VOYAGE TO PATAGONIA AND CAPE HORN

For those with really ample means and no desire to do it yourself, the National Maritime Historical Society has organized a "Voyage to Patagonia & Cape Horn" on the 330' luxury cruise liner ILLIRIA. The cruise starts in Punta Arenas and does the Straits of Magellan, Cape Horn and the Falkland Islands. An extension trip to Easter Island is offered at this trip's conclusion. Cost runs from about \$2,800 to \$5,500 per person, not including air fares involved. Nice brochure from National Maritime Historical Society, 132 Maple St., Croton-on-Hudson, NY 10520.





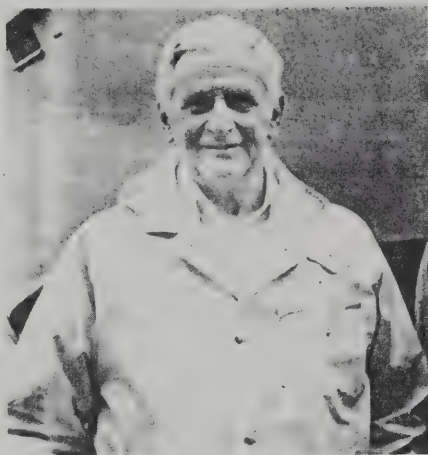


#### THE WESTON FARMER LEGACY

Over the past couple of years we have been able to publish reprints of some old time articles on messing about in boats, written by Weston Farmer, N.A. Farmer spent his life in boats, first working at boatbuilding and then as a designer, and writer. A collection of his best material was published a few years ago by International Marine, entitled, "From My Old Boatshop". This book is now out of print we have heard.

This good stuff has been sent to us by Weston's son, M.W., who also goes by the name, Wes. He and his mother continue to have available much of Weston Farmer's creative work, many plans, article reprints, etc. A recent, and particularly attractive design they have available is the Elco 26, a reworking of plans for this original 1926 Elco cabin cruiser found in Farmer's collected papers after his death. Wes (the younger) explains it all here, and on the following pages we take a nostalgia trip back to 1929 when summertime motorboating for "everyman" (in inboard cabin cruisers) was already a dream.

"During World War II the famous line of Elco stock cruisers was shut down and the Elco production line was used to produce the 77' Elco PT boat. All of the plans for the stock boats were stored in a



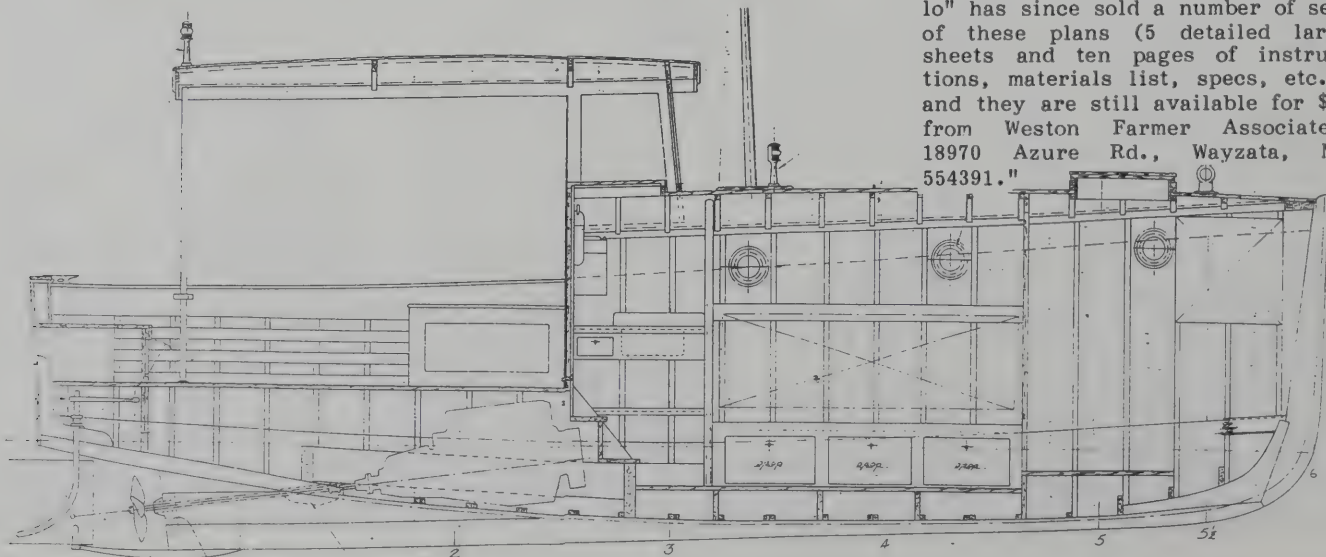
"safe" place in one of the buildings in the complex.

E. Weston Farmer, N.A., was working for Elco during the early war years, but was presented the opportunity to become one of the chief designers at Annapolis Yacht Yard, Annapolis, MD, which was gearing up to produce the 70' American version of the English Vesper Victory PT boat. It was being redesigned to accept American engines (1100hp Packard or Allison), three for full power, with Mercury V-8 conversions (two, the automobile engines, not outboards) for quiet patrolling; and for 18" American torpedo tubes rather than the two 21" English torpedo tubes.

I can remember the thrill of being invited out on the prototype boat in Chesapeake Bay for trial runs. We would cruise quietly on the heavily muffled dual Mercury engines, and when the three big Allisons fired up suddenly to full, unmuffled power, roaring from exhaust pipes that looked like the Holland Tunnel to me, WOW! A ride down the Chesapeake in excess of 50 knots!

During the 1940's the "safe" building at Elco burned down, and most of the plans carefully stored away therein were destroyed. However, one set had ended up in dad's files, the Elco 26, one of their most popular stock boats, designed for "everyman". However, this set of plans was somewhat battered, but dad took them along when he moved his family from Bayonne, NJ, to Annapolis, travelling down the inland waterway in the 34' Elco Cruisette he'd bought out of storage for \$400!

After dad died, my mother, "Bylo", began to get inquiries from interested Elco buffs who had read in his book, "From My Old Boatshop" of dad's tenure at Elco and of his still having some old Elco plans in his files. Since the plans for the 26 were in tough shape, a friend, Tom Beard, redrew them, doing a beautiful job, creating a table of offsets which had been lost apparently from the originals. "Bylo" has since sold a number of sets of these plans (5 detailed large sheets and ten pages of instructions, materials list, specs, etc.), and they are still available for \$60 from Weston Farmer Associates, 18970 Azure Rd., Wayzata, MN 554391."







# Elco Boating



PUBLISHED MONTH TO MONTH BY THE ELCO WORKS, BAYONNE, N. J. . . . MAY, 1929

## The Elco Twenty-Six

IT is now four years since the first of these excellent little cruisers was delivered from Bayonne. Since then several hundred have been placed in service until now the Twenty-Six vies with the Cruisette in popularity. The success of these boats has borne out our belief that a small, inexpensive, but thoroughly practical cruiser would be met with general approval. About the same time the Elco Twenty-Six was placed in the market a number of other builders announced similar boats which sold for about the same price. It is significant that the Elco Twenty-Six is the only one now surviving, in fact, the only one of which more than a few have been built.

The model has undergone a considerable development since her inception. The first boat was offered at a price about a thousand dollars less than the present type, but the equipment was of the sketchiest and a four-cylinder motor was installed. Experience gradually showed what equipment was always purchased at extra cost and these items were added from year to year with a corresponding increase in price. A year ago the present six-cylinder motor was made standard. The current model is a very complete and comfortable little boat which is regularly furnished with the equipment essential to her operation.

The feature of the Twenty-Six which never fails to draw forth comment from those unfamiliar with the boat is the great amount of useful space in both cabin and cockpit. Within her overall length of 25 feet and 11 inches, she has more cabin and more cockpit than many boats ten feet longer. She will cruise four comfortably, sleeping them in the cabin, and there are two cases on record of owners cruising for three-week periods with seven people, the extra three



*A good-looking, practical, small cruiser—the Elco Twenty-Six*

being berthed on cots in the cockpit. For day sailing there is easily room for eight or ten.

The trim and fittings of the little boats have been kept as simple as is consistent with usefulness and a yachty appearance. The purchase price all goes to buy boat and not fancy trimmings. This is partly responsible for the low cost. The other reason is that the boats are built in large quantities, all alike, instead of being built a few at a time and subject to variations.

In seaworthiness the Elco Twenty-Six is the peer of any boat of her length. She will come through the most trying conditions without shipping green water and in perfect safety. A small boat, naturally, is more active in her motions than a large one, but the sea-keeping qualities of the Twenty-Six

have been demonstrated repeatedly and often bring owners into Port Elco to talk of the blows they have successfully weathered with their boats. The raised deck hull form of the boat helps to keep the boat dry. It is the strongest type and in a small boat gives a little extra room below decks. In addition, it is less expensive than the trunk cabin and therefore helps in keeping the price down.

The propeller shaft arrangement is a noteworthy feature of the Elco Twenty-Six. The engine is set slightly off center and the shaft is carried in non-metallic bearings along the port side of the dead wood instead of through the conventional shaft log. To those unfamiliar with boats, this arrangement may seem strange, but it is common for auxiliaries in which the propeller is frequently off center by several feet. Any single screw boat has a natural tendency to turn in one direction due to the throw of the screw. On the Twenty-Six the shaft is set on the side to partially counteract this. A special stuffing box casting with a long flax bearing takes the shaft through the garboard plank, and a stern bearing casting with rubber bearing is securely fastened to the deadwood. The opposite side of the deadwood is faired away to allow a free flow of water to the propeller. The entire arrangement is eminently satisfactory—reducing repairs and maintenance to a minimum.

Taken all in all it would be hard to find a better small cruiser, and since the pleasure a boat can bring is fortunately not measured by her purchase price, the Elco Twenty-Six is bringing the joy of cruising to hundreds who would otherwise be forced to stay ashore.



*Roomy cabin with complete galley and lavatory*



# ELCO 26-FOOT CRUISER

**Galley:** equipped with stove, sink, knife drawer and shelf below sink. Portable drain board projects over seat. Water tank installed at after end filled from deck.

**Engine:** installed under flush cockpit hatch, readily accessible. Storage battery under cockpit. Controls for starting by cabin steps.

**Lazarette:** hatch opens over rudder post and steering gear. Ample storage space under cockpit.

**Forepeak:** rope locker formed by low bulkhead.

**Toilet Room:** Equipped with high grade toilet. Hanging space on port side and shelf on starboard. Mirror on cabin side of door. Hatch over.

**Cabin:** wide transom berths with spring cushions. Seat backs with springs and cushions hinged to form upper berths. Lockers under seats reached through lift boards in seat top. Dish rack on port side by galley.

**Hanging Locker:** Full length and unusually large. Fitted with coat hooks. Gasoline tank installed at after end, filled from deck.

**Cockpit:** Unusually large. Covered with canvas awning. Entirely open for use of chairs. Steering wheel and controls at starboard side on bulkhead. Icebox installed on port side forward.

*Plan of Elco 26-foot Cruiser showing arrangement*





# ELCO 26-FOOT CRUISER

## Outline Specifications—Model 26—Series 216

Length, overall.....25 feet 11 inches  
 Beam, extreme.....8 feet 8 inches  
 Draft.....2 feet 3 inches  
 Sleeping accommodations.....4 persons  
 Headroom, cabin.....5 feet 8 inches  
 Speed.....9 miles per hour

Engine.....Elco-Gray, Model Z, four cylinder  
 Bore and Stroke.....3 $\frac{5}{8}$ " x 4"  
 Horsepower, rated.....15-18 H.P.  
 Reverse Gear.....Marine Planetary  
 Fuel tank capacity.....25 gallons  
 Water tank capacity.....25 gallons

**BOAT CONSTRUCTION.** Keel and frames, selected white oak. Planking, white cedar; galvanized screw fastenings with all heads puttied. Decks, canvas covered. Exterior trim, mahogany. Interior, white with ash trim.

**PAINTING AND VARNISHING.** Underbody, anti-fouling green. Topsides, yacht white. Decks, buff. Exterior trim, varnish. Interior, white and varnish.

**METAL WORK.** Rudder and skeg, shaft and propeller, inboard stuffing box and outboard bearing, all

of bronze. Deck fittings, steering wheel and engine controls, brass. Mooring bitt, galvanized iron. Portlights and joiner hardware, brass.

**PLUMBING.** Water closet, yacht type. Galley sink, white enamel. Pump and seacock, bronze. Water tank, galvanized.

**ELECTRIC SYSTEM.** Starting and lighting, two-unit 6-volt. Storage battery. Cabin lamps, electric; sailing lamps, electric and oil.

## Equipment

Upholstery: Cabin seat cushions and pipe berth cushions spring type, fabric covered. Floor covering, linoleum in cabin and cockpit.

Awning  
 Mast and rigging  
 Anchor and cable

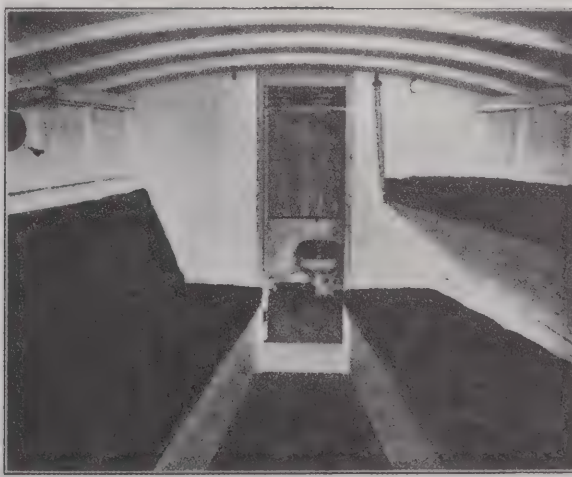
Two mooring lines  
 Six life jackets  
 Sailing lights

Flag poles  
 Yacht ensign  
 Bow flag  
 Bilge pump  
 Electric horn  
 Fog horn  
 Fire extinguisher

Stove  
 Ice box  
 Tank measuring rod  
 Engine tools  
 Name and license numbers  
 Instructions



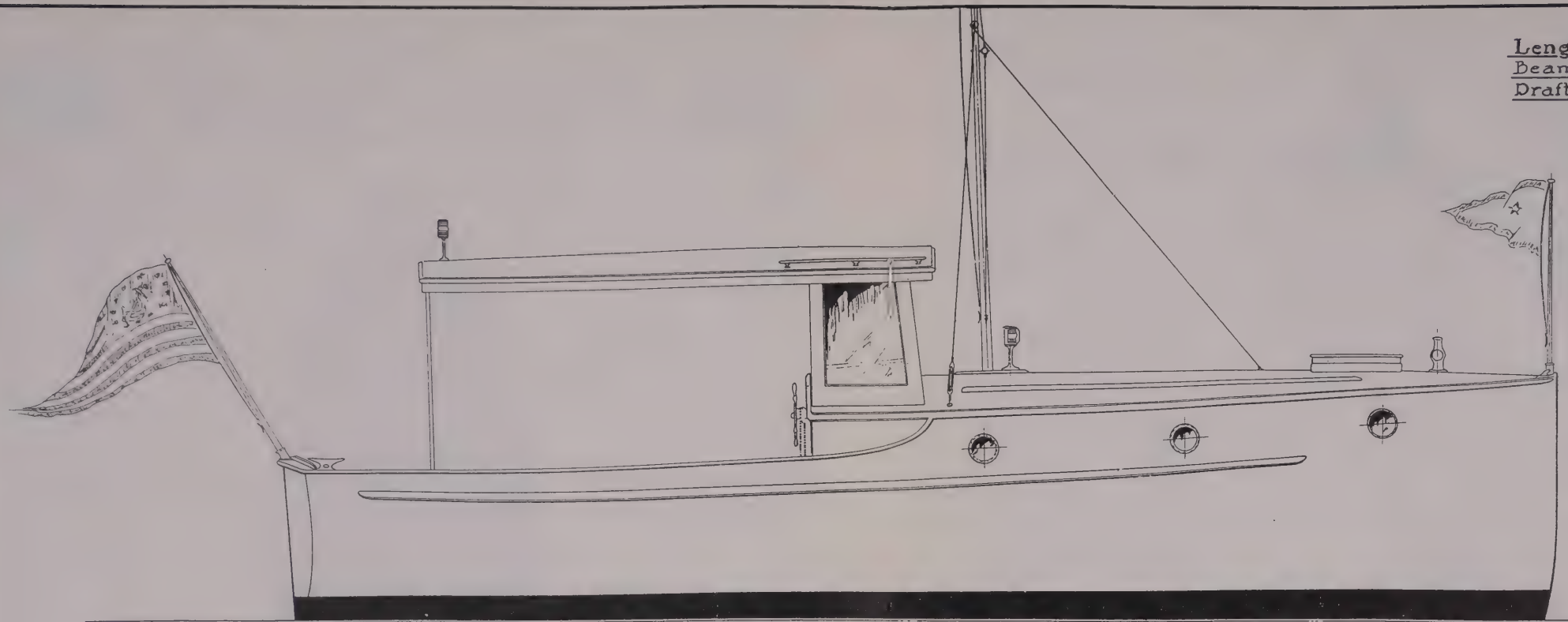
*Cabin, looking aft*



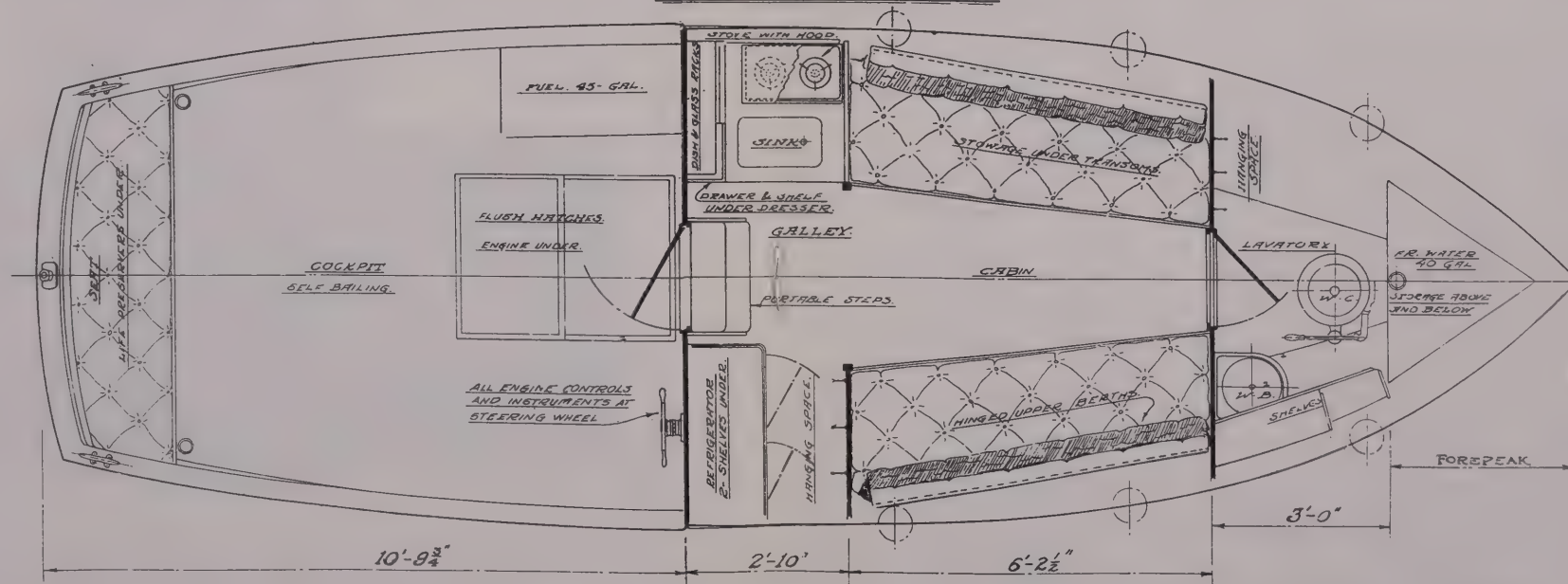
*Cabin, looking forward*



Length	25'-11"
Beam	8'-6"
Draft	2'-3"



~THE ELCO TWENTY-SIX~









# ADVENTURES IN A TOWNIE

By Tom



## A Stout & Hearty Crew

The wind was strong and gusty when I arrived at the Dory Club. I didn't go into the clubhouse to chat and check the course because I didn't want to race that day, I had brought the sail that had reef points sewn in.

"I'll take a little enjoyable sail with reefed main," I told myself. I dragged the dory off the wall and struggled with it down



### THE DORY

the ramp. Three of us had built the dory over the winter. It was a good little boat, but every time I struggled with it to get it to the water, I would repeat to myself, "We made it too heavy, too strong and too heavy. It'll either destroy itself by being dragged and tossed around, or it'll kill me dragging and tossing it around. When it's in the water, it's a joy to row."

Out in the sailboat, to keep the sun off me, I put on an old stray hat that I would be embarrassed to wear ashore. Then I started doing things quickly; lowered the centerboard, shipped the rudder, tied the reef in the main, raised the sails, tied the dory to the pennant, and cast off. But not in time. I was hailed by a pram.



TO LATE

"Somebody on shore wants to crew for you," the pram said. "Sail in and pick him up," the pram ordered.

I reluctantly sailed in to the dock and tied up. A man in another sailboat exclaimed, "Now, there's a sensible sailor," referring to me.



### SENSIBLE SAILOR

"It's too gusty for full sail. Do what he's done and put a reef in your mainsail. Be comfortable and safe," he advised another boater.

My crew sauntered down the gangway. "They said you needed a crew?" he asked guardedly, sensing my misanthropic mood.

"Hop aboard," I heard myself saying.

"I'll have to get my things," he said, disappearing up the gangway.

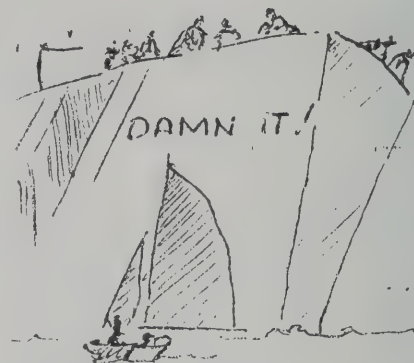
"What does he have to get?" I asked myself.

He returned with a small black bag while I was shaking out the reef. I hoped the sailor who had such high regard for my intelligence had left.

"Shove us off," I commanded.

The crew shoved off as he leaped aboard. The sails filled and we headed straight for the Coast Guard boat moored to the wharf. I let the sheets go but we were running and made good headway on a collision course.

"Damn it," I said to the crew, "the biggest thing in the harbor and I have to hit it!"



Guests, crew and visitors crowded the rails of the Coast Guard cutter to witness the impending disaster. My crew, anticipating the quality of my seamanship, ran to the bow and fended off expertly.

"Good crew, wonderful crew," the boat extolled.



We sailed out to the starting line. The crew checked his watch.

"He's got a watch," I whispered to the boat. "By George, we're going to have a timed start."

He timed the length of the line and advised that we wait. The fleet was early at the line, luffing and trying to delay. We hit the line on the windward end, seconds after the gun.



GREAT START



"Beautiful start," the crew cried as he threw his weight on the rail. "This is where this belly's an asset," he chuckled. "Tell me when we have a negative list."



## ON THE RAIL

We tacked to clear our wind, then tacked again to sail for the calm water and reduced tide near the shore. When the others tacked, four boats crossed our bow.



## FOUR

"We lost ground on those two tacks," I mumbled discouraged.

"Keep the boat moving, Tom, we're doing great!"

We tacked again and only two boats crossed our bow. We were third.

"We're going to win this race," the crew yelled hysterically.

When we reached the windward mark, we were second. I tacked too soon, hoping to close on the first boat. I was short of the lay line and couldn't make the mark. The



## MISSING THE MARK

tide was pushing us down on it to compound my bad judgement. I tacked and two boats cut inside. Tacking again and rounding the mark, we found ourselves fourth. The crew was not as dismayed as I was.

"We're in great position, we'll steal their wind." He encouraged whiskerpoling the jib out to port.

I pulled up the centerboard for the run to the next mark. It was then that the crew opened his mysterious black bag. It contained two beers, two sandwiches, cookies and fruit.



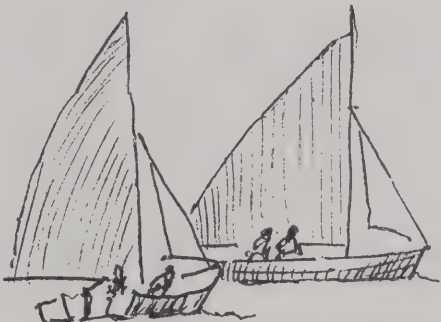
## BLACK BOX

"Oh, what a wonderful crew". I gave him the tiller in appreciation and filled each hand with food and drink.

He laughed uproariously at the other boats, luffing and blanketing one another, battling to retain their positions. We all gained on one another. At the mark we rounded wide, still fourth but pointing higher than all the boats ahead of us. I don't know why. I couldn't explain it. The crew was laughing uncontrollably.

"We've got them all," he was screaming over the wind.

In close to shore, the first boat crossed our bow very close. "You devils, you,, where did you come from?" they yelled at us in a panic.



## YOU DEVILS

We smiled, pretending we knew what we were doing. We tacked again to just clear the rocks off Bass Point. At this time, the Race Patrol Boat came alongside, crowded with spectators who wanted to take pictures of the plaid boat, the funny hat and the hysterically comical helmsman. Now was when the crew showed his only failings,



posing and shouting gems of nautical wisdom. The boat wandered from a luff to a close reach and then

headed for the rocks. I grabbed the tiller. The Patrol Boat left. The crew regained control of himself and leaped to the rail.

"Drive the boat, Tom, we're going to win this race," he repeated.

I couldn't point as high as he did. The boat was falling off more and more. A gust of wind lifted us, just enough to clear the cliffs of Bailey's Hill. We were in the harbor now. The rest of the fleet was in a better position to windward. They could make the next mark. We would have to tack twice.

"The wind'll shift," the crew prophesied.

It never came. We rounded the mark fourth and made for the finish line.

"There's a luffing match up ahead," the crew informed me. "They collided," he then screamed jubilantly. We crossed the line fourth.



## LUFFING MATCH

"We've got the race won!"

I couldn't see how.

"Drop me off at the dock." He leaped from the boat to the dock as



## HE LEAPED

I sailed by and scurried up the gangway to the clubhouse. I sailed the boat to the mooring, lowered and bagged the sails, and rowed in. The crew met me.,

"Congratulations, skipper," he said with a devilish grin.

"What happened?" I asked.

"The collision disqualified them both."

"Then we're second," I said, "and the race is over."

"Oh, no, the race isn't over, there seems to be some question about the legality of the winner's boat. They're going to measure it. We're going to win the race!" He laughed.

"I'm not going to wait around for the race to end," I said.

"I'll let you know when it's decided," he said. "We're still going to win," he repeated.



The next day there was little or no wind, and not a vessel left port. We amused ourselves, therefore, with walking about the town during the forenoon, visiting the Pavilion, a fine hotel on the edge of the harbor, near to which are the ruins of an old fort, commanding a fine prospect, where we basked for an hour or two in the sunshine, watching the mackerel-fishers in the harbor. We dined at the hotel, and after dinner went on board the sloop and resumed our sea-rig.

In the evening we received visits from several Swampscott skippers, whose vessels, like our own, were wind-bound in the port. One of these men sat with us till midnight, spinning the most monstrous and incredible yarns, which he narrated with a serene gravity that would almost have persuaded the hearer to believe any lie. He was a marine Munchausen of the first water, and his adventures were nearly as wonderful as those of the renowned Baron himself.

You could mention no island that he had not visited, from Borneo and Madagascar down to No Man's Land, or Pitcairn, or the Isle Royale of Lake Superior. He had sailed on all seas except the Polar Sea, and that he reluctantly admitted he had only seen at a distance. He had conversed with all potentates, from the Czar Nicholas to the King of the Cannibal Islands, and kindly gave us each a couple of cigars, which he said were from a box presented to him by his friend the Captain-General of Cuba, a very choice and rare brand that could not be got for any money even in Havana. The last part of this assertion was probably true. No such cigars were ever seen in Cuba, for they were obviously of Connecticut tobacco, and we had ourselves bought some of the same choice kind at a shop in the main street of Gloucester for two cents apiece.

We spoke of snakes. On this topic he spread himself amazingly. He had often seen the sea-serpent, and once when cruising for swordfish off Nantucket, had harpooned the monster from the deck of his vessel, and had been towed out to sea a hundred miles in thirty minutes, when the line broke and the creature got away.

"But speaking of snakes," said the visitor, lighting one of the Captain-General's Havanas with much deliberation, evidently to gain time for invention, "if you want to see snakes you must go to the East



## CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858,

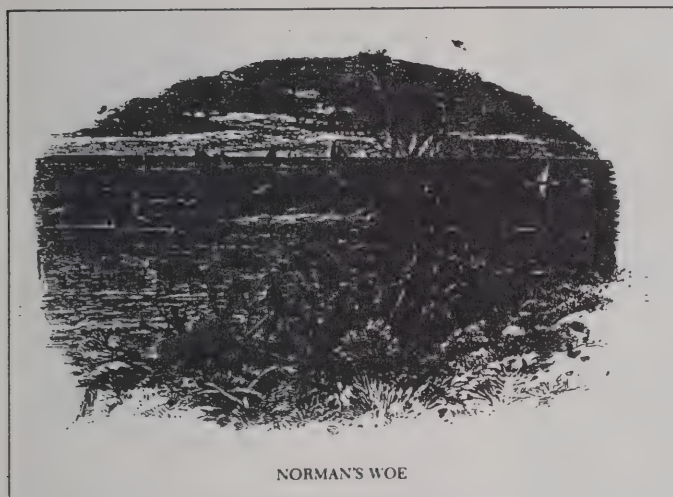
Permission to bring you this interesting serial has been given by the publisher, New Hampshire Publishing Company, Somersworth, NH.

Indies. I was once lying at anchor in a little port on the coast of Sumatra, waiting for a cargo of pepper. The weather was intensely hot, and we left all the hatches open at night. I got up early one morning and found the gunwales of the ship nearly down to the water's edge. Supposing that we had somehow sprung a leak and were sinking, I roused up the men and sent a couple of them down the main hatchway to see what the matter was. They did not come back, and after waiting a few minutes I sent the mate, who looked in cautiously with a lantern, and reported that there was a serpent in the hold, and that he had probably swallowed both the seamen, as the feet of one of them were sticking out of his mouth. From the depth to which his weight had sunk the ship he was evidently a big one. Prompt measures were necessary. I directed the men to rig a tackle and fall, and let down a stout rope with a running noose right over the hatchway. I then mustered all our fire-arms and gave the snake a volley to rouse him. He soon reared his head out of the hold, I dropped the noose over it, the men ran him up, while the mate and I with axes chopped him in two. He was so long, sir, that it took the whole forenoon



to haul him out by sections, cut him up, and throw the pieces overboard."

Wednesday, July 14, there was a fog in the morning, but not a very dense one, and we had grown so tired of inaction that we rigged a pair of oars, and about 9 a.m. began to sweep the sloop out of the harbor — a slow and toilsome process, but successful in time. We passed languidly by the villas that line the shores of the harbor, passed the light-houses, passed the reef of Norman's Woe, the scene of Longfellow's ballad:



NORMAN'S WOE

"Such was the wreck of the Hesperus,  
In the midnight and the snow!  
Christ save us all from a death like this,  
On the reef of Norman's Woe!"

Great schools of hardheads were rippling the water all around us. A light breeze at length sprang up, and we laid our course for Rockport, on the outside of Cape Ann. Off Thatcher's Island, at the extreme end of the Cape, we encountered a fleet of large sloops laden with granite from Rockport, which they were taking to Boston. They were very deeply laden, and as they rolled along they dipped a volume of water which immediately poured out again in great streams from their scuppers. There was a heavy swell on the sea, and the water had a strange metallic lustre like that of blue steel. We had a slow, dull breeze, and the tide was against us. We did not advance, on an average, more than a mile an hour, and at times actually retrograded.

We were nine hours in going nine miles. Gradually the swell subsided, and the sea grew very smooth, with a gray leaden hue. Flocks of terns were wheeling and screaming overhead, and schools of pollack leaping all around us.

When within a mile of Rockport, as we coasted slowly along, at no great distance from the high,

rugged shore, we discerned among the fissures in the rocks a cavity of unusual size which greatly attracted our curiosity. The Professor and I took the dory and rowed into it; not without difficulty, notwithstanding the usual smoothness of the sea. It proved to be a high narrow cavern, extending about a hundred feet into the rock. We named it Helen's Grotto in honor of the sloop. On emerging from it we found the vessel had kept on her way, instead of lying to for us, and was already at the entrance of Rockport harbor. We accordingly had to row after her, and as the tide was against us did not overtake her till she came to anchor in the middle of this curious little port, which is partly artificial, and will shelter fifty or sixty small vessels.

We made our supper on cunners, which we caught from the side of the vessel, and on bread, for which we sent one of the men ashore, and went to bed at 9 o'clock, a dark fog covering the water and giving us a poor prospect for a rapid voyage tomorrow.

To Be Continued

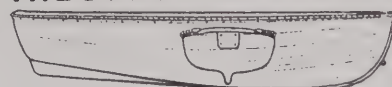


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## BANSHEE INFO NEEDED

Ward Bell of Sea Cliff, NY, writes as follows:

"Had a busy season as Laser District Chairman, Chairman of Regatta Committee at Hempstead Harbor Club, Senior Instructor for Sea Cliff Sailing Club, raced weekly in Lasers, sailed my Mistral superlight several times a week, officiated in yachting at the Empire State Games, carved in my shop, just finishing a half-model trophy of a Freedom 21 for the Sea Cliff Yacht Club. It all added up to being very busy.

But now I need plans or dimensions for a Banshee sailboat that I have acquired, a hull lacking all necessary equipment. I would appreciate any information on this boat."

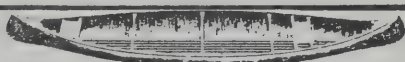
Ward Bell is at 372 Sea Cliff Ave., Sea Cliff, NY 11579, (516) 671-2634.



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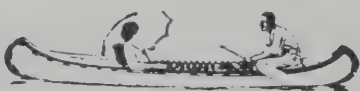


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## DESIGNS

With winter at hand, I will be running, from issue to issue, brief notes on interesting boat designs that turn up here in the mail, either unsolicited or because I sent the money for the advertised "study packet". Even if you're not going to build or buy any of these, you'll perhaps find the concepts interesting.

### SKIMMER & GYPSY

Bill Howard of Springfield, MA, writes as follows:

"I just finished a Bolger designed 8' Skimmer. I have also received quite a bit of mail from people wanting to know about building Bolger's 15' Gypsy. I can't express in words how great this boat is. Last year when winter came, I put on my wetsuit and sailed my Gypsy all winter. It now appears that time is again at hand. Even winter can't stop me from messing about in boats!" Bill is at 225 Boston Rd., Springfield, MA 01109, if you wish to contact him about these boats.

### GLEN L'S SCULLING SKIFF

Glen L Marine Designs has moved into the sliding seat recreational rowing sport with a design for a 17' sliding seat shell they call, "Sculling Skiff". It's a stitch & glue craft, made up from two 4x8 sheets of plywood, copper stitching wire, epoxy glue and putty and fiberglass tape. Typical of Glen L plans, full size patterns of all the pieces are included, along with an illustrated instruction manual. All this for \$40. A finished boat weighs about 40 pounds. Included in the plans are details for building your own sliding seat rowing rig from readily available materi-

## HISTORIC BAY BOAT PLANS

The Chesapeake Bay Maritime Museum offers a selection of 21 different building plans for historic boats indigenous to Chesapeake Bay. They range from 15' to 54' and include crabbing skiffs, log canoes, skipjacks, and even a colonial brig. Prices range from \$5 to \$50, depending on number of sheets in each set. You can obtain the detailed order form listing them all from the Museum Store, Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. I'm ordering up the plans for Widgeon, a 15'6" deadrise sailing skiff with cuddy, for a future review on these pages.



als, to save you the cost of an expensive production unit being added to an otherwise inexpensive pulling boat.

Specs are: LOA - 17'2"; Beam - 27.5"; Depth Amidships - 10"; Hull Weight (approx) - 40 pounds. A kit of the materials needed, excluding locally available plywood, can also be ordered separately. It includes the copper stitching wire, epoxy resin and filler materials, other fastenings required in bronze, and the required amount of fiberglass tape for assembly.

Glen L Marine Designs is at 9152 Rosecrans, Bellflower, CA 90706, (213) 630-6258.







## LOON KAYAKS

### Sea Kayaks in Wood

- light and strong
- unsinkable
- beautiful

Chip Chandler reports that his experience at the Sea Kayak Symposium in August was a positive one with much interest in his strip-built sea kayaks. As a result of feedback from those who tried his boats, Chip is redesigning his solo Dovekie to offer a roomier, more stable version.

Chip strip builds his boats, which he designed himself, using 1/4" pine glued up with epoxy and epoxy saturated inside and out, with 7.5 oz. fiberglass cloth on the interior and 4 oz. cloth on the exterior. The heavier cloth inside provided a stronger hull sandwich structure, Chip found in his testing. The hull has natural buoyancy, floating awash with both hatches open to flooding as well as the cockpit.

The new Dovekie design will be 15'11" LOA, 15'1" LWL, 25" BOA, 24" BWL, 35 pounds weight. It will turn a bit easier than the original due to its shorter length. Chip dropped an 8 pound stone with a 3/8" pointy end from 6 feet onto the wood/glass/epoxy structure, creating small radial cracks but no breaking of fibers, wood or glass.

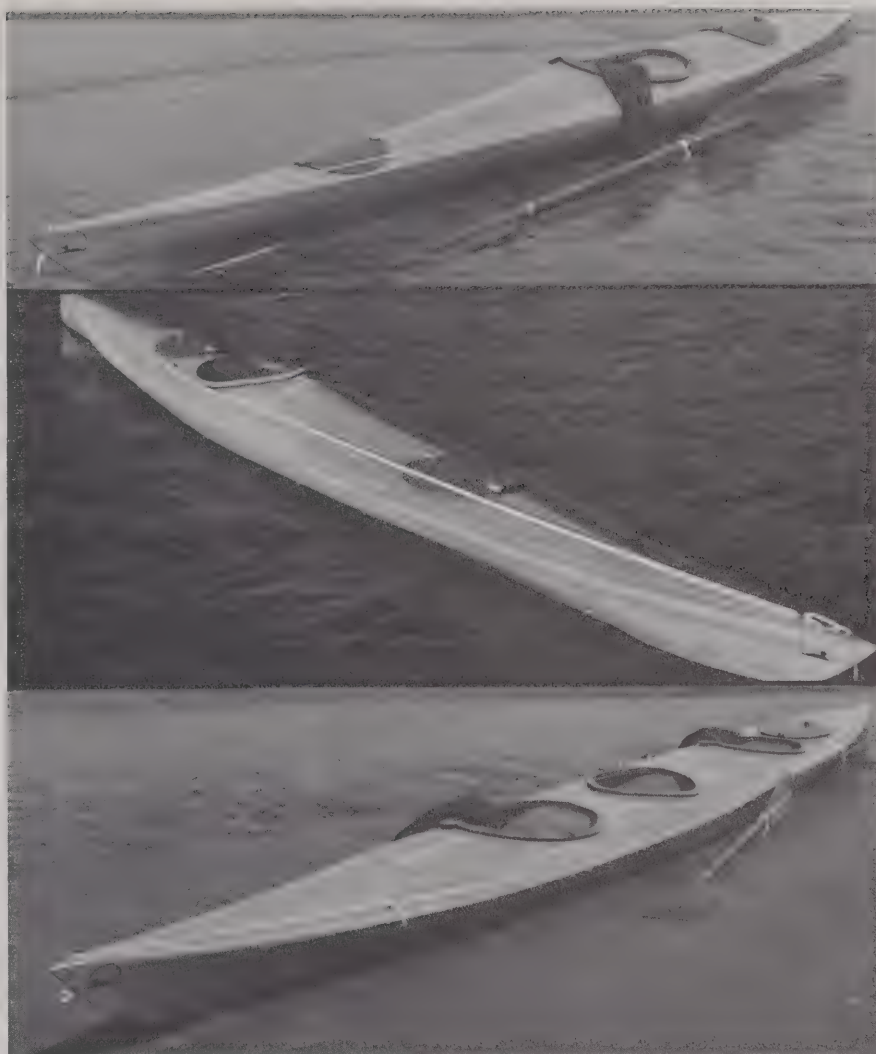
Chip says those wooden knobbed hatch latches are stainless steel bolts and nuts with wooden knobs. He's found his hatches water-tight to spray and also that the hatches sealed airtight under pressure.

His other models include the larger solo Loon model and the double Skimmer model. Chip's on Smallpoint Rd. (Rt. 216) in Sebasco Estates, ME 04565, thirteen miles south of Bath, with protected waters available even for winter paddling tryouts. His phone is (207) 389-1565.

ON DISPLAY

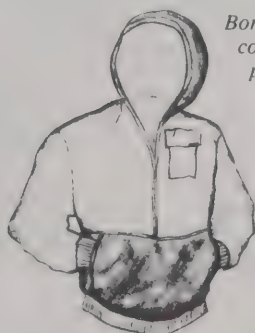


ComPac 16', 19', 23', 27'  
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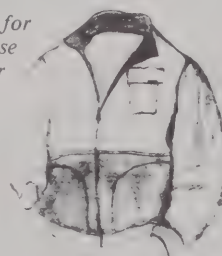


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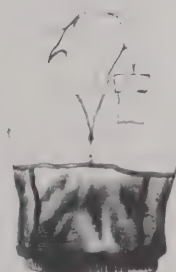
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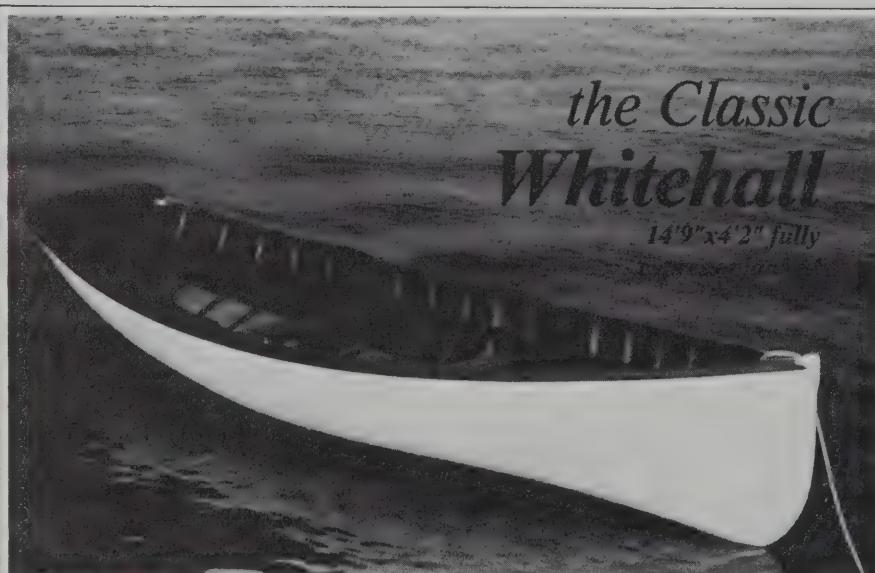
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## BOOK REVIEWS

Back indoors as winter arrives, you might again have time for reading about messing about in boats. A number of books have arrived here over the summer and fall for review, but I haven't had time to read and review them yet. I figured you were too busy outdoors to have time to read them, anyway, so I saved them up for winter. As I

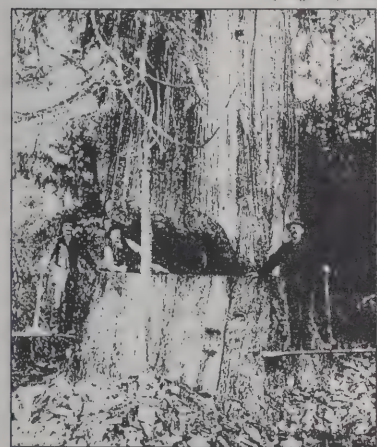
work my way through them, I'll pass on to you my reviews of what they have to say.

For the builders I have the following to read: POCKET CRUISERS FOR THE BACKYARD BUILDER, by Dave Gerr; PRACTICAL YACHT JOINERY, by Fred Bingham. FINE YACHT FINISHES, by Paul & Marya Butler. BUILD THE INSTANT CAT-BOAT, by Harold Payson.

For those perhaps planning on winter sailing there are: CHARTERING FUNDAMENTALS, by Brian

Fagan; PRACTICAL SEAMANSHIP ILLUSTRATED, by Robert Das and Harald Schwarzlose.

For those wanting interesting reading about commercial fishing, I have read two good books, a documentary novel, HIGHLINERS, by William McCloskey, Jr., about the Alaskan fisheries; and AMARETTO, by Joe Upton, about the Maine Coast fisheries. Well written insights into the lives of the people who work their boats for a living.



## BOATBUILDING WOODS:

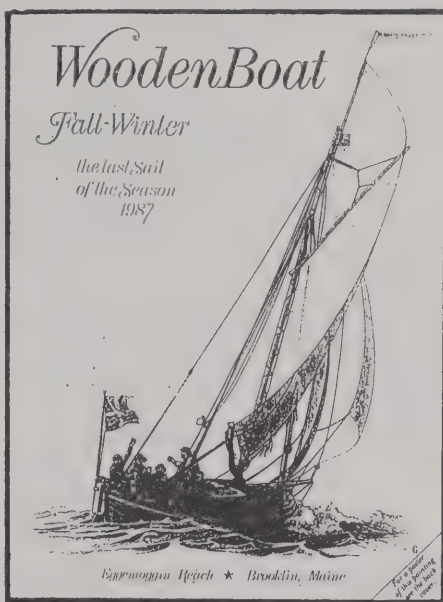
A Directory of Suppliers

by WoodenBoat Magazine

**BOATBUILDING WOODS DIRECTORY**  
WOODEN BOAT magazine has published a handy paperback directory of suppliers of boatbuilding woods, along the same lines as last year's DIRECTORY OF WOODEN BOAT BUILDERS. So now, if you are not looking for someone else to build you a wooden boat, here's the information on where you can buy the wood you need to build your own.

This is a 6"x9" paperback of 128 pages, organized by states alphabetically, listing every firm that Anne Bray and Cynthia Curtis could locate that offered wood suitable for boatbuilding. Most are sawmills or lumber firms, but some are wooden boat builders who sideline in wood. I found 21 firms listed in my home state of Massachusetts, for example, 6 of them wooden boat builders. The types of wood offered and wood working services available (custom sawing, planing, etc.) are listed with names, addresses, contact persons and phone numbers.

BOATBUILDING WOODS is priced at \$9.50, from Wooden Boat Publications, P.O. Box 78, Brooklin, ME 04616. Phone orders may be placed at 1-800-225-5205.



## AND A NEW FALL CATALOG

As long as we're on the subject of WOODEN BOAT magazine publications, we might as well comment on the new fall catalog of goodies just out. This 40 page full color 8.5"x11" (magazine size) publication illustrates just how heavily the magazine has moved into the mail order business. While they offer a limited number of conventional nautical goodies such as sweat-shirts, tote bags, burgees, boat logs, calendars, etc. It's the plans and books and boatbuilding videos that make this a very different collection of nautical gear. I can recall no other mail order nautical gear outfit that offers a sailmaker's palm, for example. The plans list goes on for 6 pages. They've got several nice posters for the shop (or living room?) wall too. It's FREE, send no money! Just request the WOODEN BOAT CATALOG from Wooden Boat Publications, P.O. Box 78, Brooklin, ME 04616.

## THOSE OLD TIME BOOKS

Every time my copy of Bob Glick's little Columbia Trading Company book catalogs arrives, I have to sit down in the evening and read through the hundreds of titles listed, looking for that gem I might want to read. I have a very weak spot in my head for old timey boat books. Amongst the 566 titles

in Catalog #16 I found the following caught my interest:

Camping Journal's BOAT BUILDER, 1971. \$10.

Ersikine Childer's THE RIDDLE OF THE SANDS, 1955. \$14.

Capt. Thomas Crapo's STRANGE BUT TRUE LIFE AND ADVENTURES OF CAPTAIN THOMAS CRAPO AND WIFE, 1893. \$30.

William F. Crosby's AMATEUR BOAT BUILDING, 1941. \$16.

Uffa Fox's six books on yacht design, handling, etc., \$35 to \$50 each.

John Goddard's KAYAKS DOWN THE NILE, 1979. \$12.

Widd Hauber's HOW TO BUILD BOATS, 1941. \$12..

L.F. Herreshoff's COMMON SENSE OF YACHT DESIGN, VOL. 1, 1946, and THE COMPLEAT CRUISER, 1956. \$30 and \$20.

I.C.S. Library's STEAM ENGINES, 1904. \$30.

A. Neison's PRACTICAL BOAT BUILDING FOR AMATEURS, 1902. \$32.

C.L. Norton's CANOEING IN KANUCKIA, OR HAPS AND MISHAPS AFLOAT, 1878. \$75.

Popular Science's BOATS ANYONE CAN BUILD, 1947. \$20.

C. Bowyer Vaux's CANOE HANDLING, 1901. \$75.

Glen L. Witts's BOATBUILDING WITH PLYWOOD, 1962. \$20.

Request a copy of Catalog #16 from Columbia Trading Company, 2 Rocklyn Drive, Suffern, NY 10901 if you're afflicted with old boat book mania.

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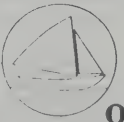
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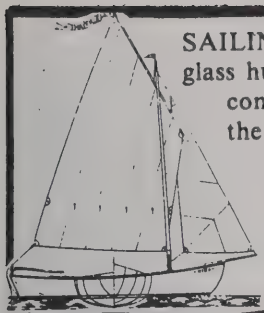
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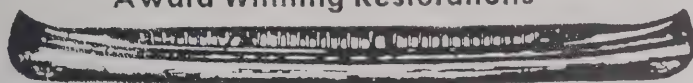


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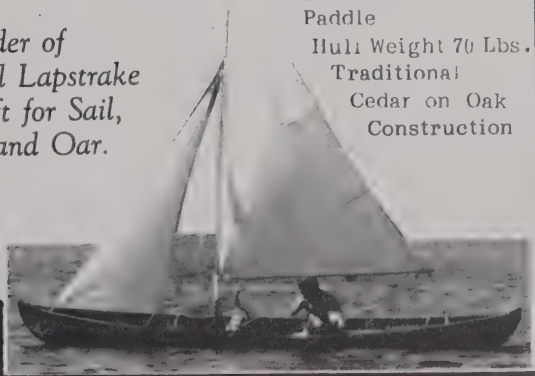
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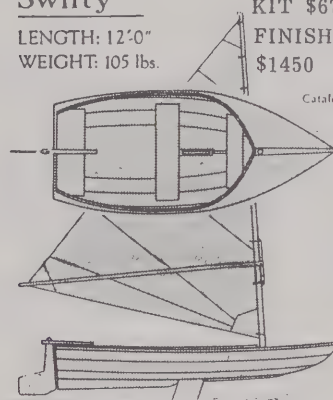
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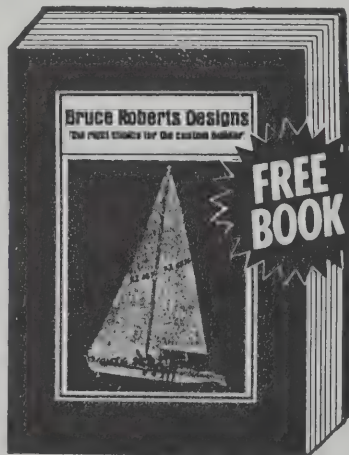
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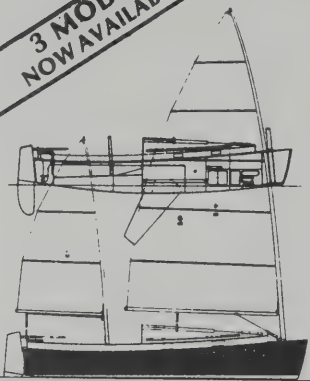


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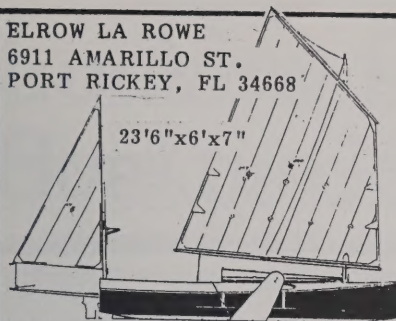
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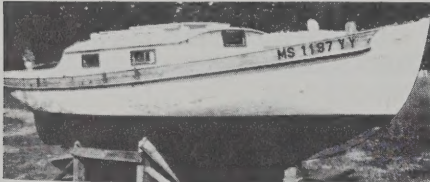


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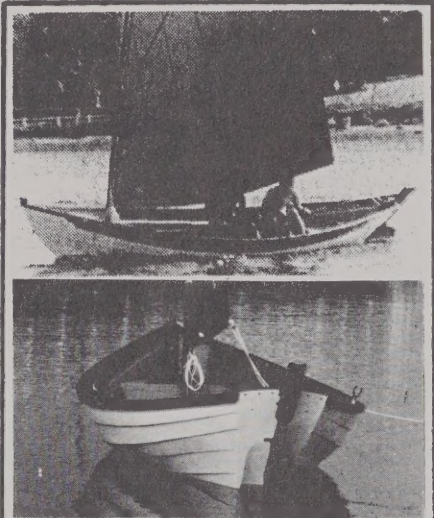
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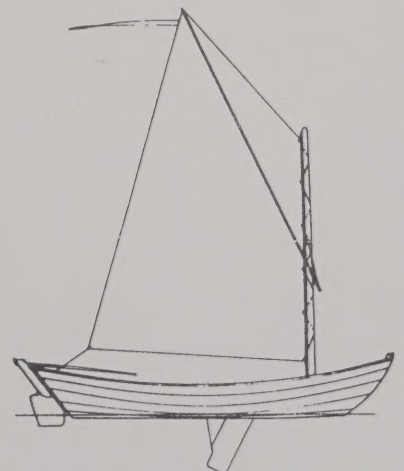
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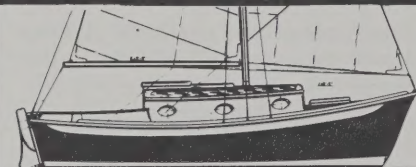


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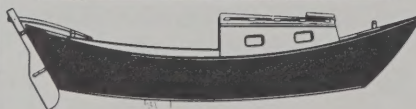
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